

I-15; WEBER DAVIS EXPRESS LANES

CATEGORICAL EXCLUSION

PUBLIC HEARINGS

November 1, 2012

The Hope Center
Roy, UT

November 8, 2012

City Hall
Woods Cross, UT

Welcome!



EXPRESS LANES STUDY



This study examines **the addition of the Express Lanes** from I-215 in North Salt Lake to US-89 in Farmington and from SR-232 in Layton to I-84 in Riverdale. Once these segments are constructed, the Express Lane network will be complete from Spanish Fork to Riverdale, approximately 80 miles.



GOALS

- **Add Express Lanes** while maintaining the existing number of travel lanes and minimizing impacts to neighboring properties
- **Utilize property already owned by UDOT** for roadway widening



WHY THIS PROJECT IS NEEDED

To extend the Express Lanes network into Davis and Weber Counties

- Only one section of Express Lanes exists in Davis County; from State Street in Farmington to Hill Field Road in Layton
- Currently there are no Express Lanes in Weber County

To increase mobility along I-15

- By 2040, traffic volumes along I-15 will increase by as much as 77% decreasing overall mobility along I-15
- Express Lanes allow for carpooling, which moves more people with fewer vehicles
- Additionally, solo drivers can purchase the use of remaining capacity in the Express Lanes by paying a toll, which allows additional capacity for all vehicles



PHASE ONE PROJECT AREA



SCHEDULE

Environmental Study Process:

Public Hearings: November 2012

Public Comment: Through December 8, 2012

Complete Environmental Study: Mid January 2013

Possible Design and Construction:

Pending environmental approval, the design of Phase One, from I-215 to the 500 South Interchange in Bountiful, could begin in 2013, with construction considered for 2014.

Improvements beyond 400 North will be determined as funding is made available.



NOISE WALLS (NORTH)

Conduct a noise study to determine noise impacts



If noise impacts are determined, then mitigation measures will be evaluated



If noise walls qualify as mitigation, then the impacted property owners will be balloted during final design to determine if a new noise wall would be installed



Legend

- EXISTING NOISE WALL
- EXISTING NOISE WALL PROPOSED FOR RECONSTRUCTION
- NEW POTENTIAL NOISE WALL (QUALIFIES AS MITIGATION)
- IMPACTED PARCEL (FUTURE NOISE LEVELS EXCEED THE UDOT NOISE ABATEMENT POLICY)

0 500 1,000 Feet

NOISE WALLS (SOUTH)

Conduct a noise study to determine noise impacts



If noise impacts are determined, then mitigation measures will be evaluated



If noise walls qualify as mitigation, then the impacted property owners will be balloted during final design to determine if a new noise wall would be installed

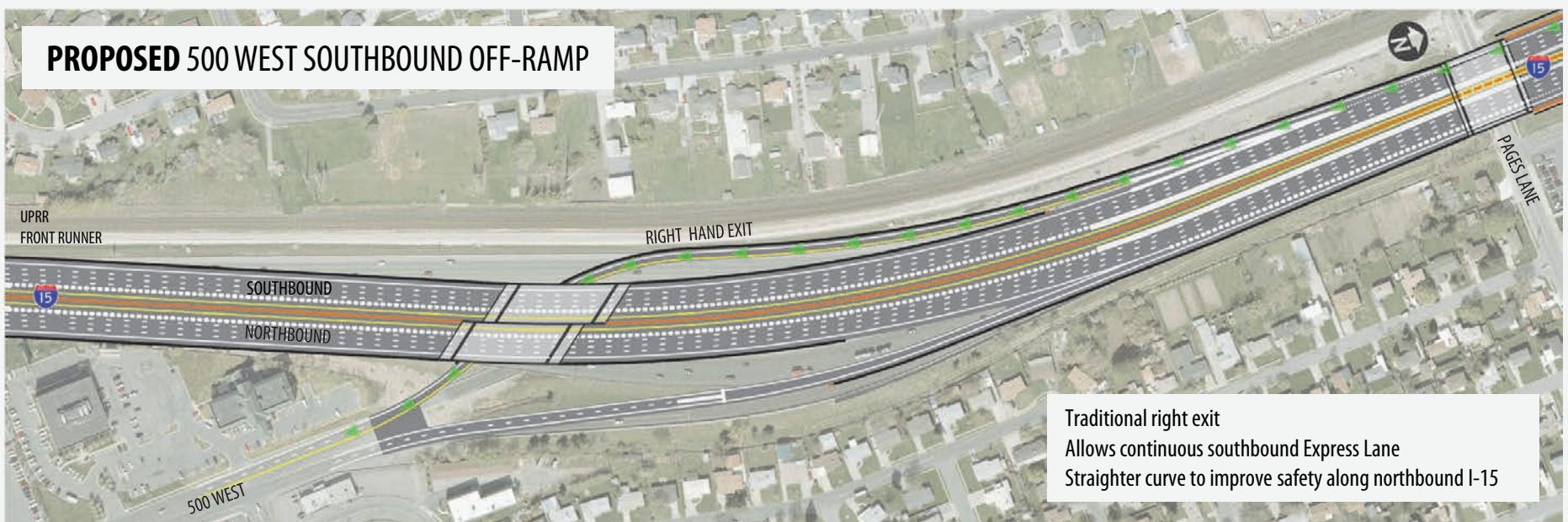


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0 500 1,000 Feet

500 WEST REALIGNMENT



ENVIRONMENTAL RESOURCES

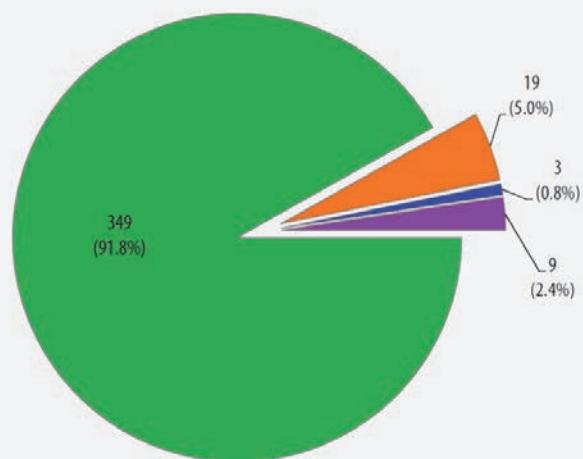
Resource* <small>(list does not include all resources analyzed for environmental document)</small>	Impact
Cultural	<ul style="list-style-type: none"> • 6 historic buildings: Minor (de-minimis or temporary) impacts, no adverse effect • 2 linear cultural sites (Davis-Weber Canal/Bamberger Electric Railroad): Minor (de-minimis) impacts and no adverse effect
Parks and Recreation	<ul style="list-style-type: none"> • Temporary construction easement needed at Hatch Park, North Salt Lake
Threatened, Endangered, Candidate Species, or Wildlife	<ul style="list-style-type: none"> • No federally listed threatened, endangered, or candidate species will be affected by this project
Noise	<ul style="list-style-type: none"> • Without the Express Lanes, noise impacts at residential properties will increase from 442 (existing) to 555 (future year 2040) • With the Express Lanes, noise impacts at residential properties will increase from 442 (existing) to 857 (future year 2040) • 6 new noise walls qualify as mitigation • Existing walls would remain the same or would be reconstructed at the same height and in close proximity to their original location
Wetlands	<ul style="list-style-type: none"> • Less than 1.3 acres of US Army Corps of Engineers jurisdictional wetlands
Waters of the U.S.	<ul style="list-style-type: none"> • Davis-Weber Canal: Extend existing culvert; Temporary construction easement • Davis Creek: Extend existing culvert; Temporary construction easement
Hazardous Materials	<ul style="list-style-type: none"> • 5 Hill Air Force Base (HAFB) Operable Units with groundwater plumes bisect I-15 • Depths of the HAFB groundwater plumes are anticipated to be below construction activities
Air Quality	<ul style="list-style-type: none"> • Express Lanes project conforms with regional air quality requirements
Visual Quality	<ul style="list-style-type: none"> • The height of I-15 from 400 North to 500 West will increase by a range of 0-15 feet • Potential new noise walls may impact residential visibility in select locations
Low-income, Minority Populations	<ul style="list-style-type: none"> • No disproportionate, adverse impacts to low-income or minority populations

RIGHT-OF-WAY: IMPACTED PARCELS

It is UDOT's goal to add Express Lanes while minimizing impacts to neighboring properties by utilizing UDOT owned property to the extent possible.

The pie charts below provide a detailed look at the parcels that would require property acquisitions, temporary construction easements, or utility easements.

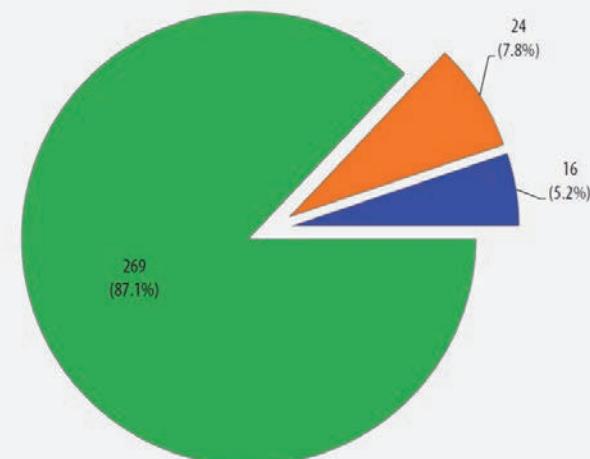
**I-215 to U.S. 89
(South Segment)**



■ Parcel NOT Impacted
■ Property Acquisition

■ Temporary Construction Easement
■ Perpetual Utility Easement

**Hill Field Road to I-84
(North Segment)**



■ Parcel NOT Impacted ■ Temporary Construction Easement ■ Property Acquisition



WE WANT TO HEAR FROM YOU

Submit your comments by:

- Submitting the comment form provided
 - Submit your completed form in the box near the sign-in table
 - Mail-in comments must be postmarked by December 8, 2012
- Speaking to the Court Reporter at tonight's meeting
- Visiting the project website: <http://www.udot.utah.gov/i15weberdavis>
- Sending an email to the Project Team: i15weberdavis@utah.gov
- Contacting the Public Involvement Team at 801.904.4015

Comments received by December 8, 2012 will be addressed in the environmental document

